

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (currently amended) A shock absorbing steering column apparatus arranged such that a steering column is secured and supported by a-body-side upper and lower brackets provided respectively in a rear part and a front part of a vehicle and connected to a vehicle body strength member, a-column-side upper and lower brackets provided respectively in the rear part and front part of the vehicle and secured to the steering column, a lock mechanism that connects the column-side upper bracket to the body side upper bracket and a supporting pin passed through both of these the body-side lower bracket and column-side lower bracket brackets so that the column-side lower bracket is disconnected from the body-side lower bracket at the a time of collision to absorb the a shock of the collision, characterized in that, ~~while~~ a spacer is interposed between said body-side lower bracket and said column-side lower bracket the both brackets to so that a main body of the spacer is supported be latched by said column-side lower

bracket ~~by either one of the both brackets,~~ the spacer is  
formed with a pin insertion hole through which the  
supporting pin is passed ~~is formed on said spacer,~~ and a  
portion to be broken by the shock is formed in ~~the~~ a region  
of the spacer surroundings thereof the pin insertion hole.

2. (cancelled)

3. (currently amended) A shock absorbing steering  
column apparatus according to Claim 1, wherein said ~~shock~~  
~~time breaking~~ portion to be broken by the shock comprises a  
narrowed breaking portion at least part of which is formed  
~~on the rear side of the car, of a pin insertion hole~~  
rearwardly of the pin insertion hole in a region of the  
spacer surrounding the pin insertion hole.

4. (currently amended) A shock absorbing steering  
column apparatus according to Claim ~~[[1]]~~ 3, wherein part of  
said narrowed breaking portion is ~~extended to the forwarder~~  
~~part~~ extends toward the front part of the vehicle ~~of the~~  
~~ear, than~~ past the center of said pin insertion hole.

5. (previously presented) A shock absorbing steering column apparatus according to Claim 1, wherein said spacer is formed of synthetic resin.

6. (currently amended) A shock absorbing steering column apparatus according to Claim 1, wherein a plastic deformation member for absorbing ~~a shock energy~~ of the shock of the ~~upon a secondary collision~~ is provided between said body-side upper bracket and the ~~ear body~~ vehicle body strength member.

7. (currently amended) A shock absorbing steering column apparatus according to Claim ~~[[2]]~~ 11, wherein said ~~shock time breaking portion~~ to be broken by the shock comprises a narrowed breaking portion at least part of which is formed ~~on the rear side of the car, of a pin insertion hole~~ rearwardly of the pin insertion hole in a region of the spacer surrounding the pin insertion hole.

8. (currently amended) A shock absorbing steering column apparatus according to Claim ~~[[2]]~~ 7, wherein said narrowed breaking portion ~~is extended to the forwarder part of the car, than~~ extends toward the front part of the vehicle past the center of said pin insertion hole.

9. (currently amended) A shock absorbing steering column apparatus according to Claim [[2]] 11, wherein said spacer is formed of synthetic resin.

10. (currently amended) A shock absorbing steering column apparatus according to Claim [[2]] 11, wherein a plastic deformation member for absorbing ~~a shock energy upon~~ a secondary of the shock of the collision is provided between said body-side upper bracket and the ~~car~~ vehicle body strength member.

11. (new) A shock absorbing steering column apparatus arranged such that a steering column is secured and supported by body-side upper and lower brackets provided respectively in a rear part and a front part of a vehicle and connected to a vehicle body strength member, column-side upper and lower brackets provided respectively in the rear part and front part of the vehicle and secured to the steering column, a lock mechanism that connects the column-side upper bracket to the body side upper bracket and a supporting pin passed through both of the body-side lower bracket and column-side lower bracket, such that the column-side lower bracket is disconnected from the body-side lower bracket at a time of a collision to absorb the shock of the

collision, characterized in that a spacer is interposed between said body-side lower bracket and said column-side lower bracket, the spacer is formed with a pin insertion hole through which the supporting pin is passed, and a portion to be broken by the shock is formed in a region of the spacer surrounding the pin insertion hole.